

SEPTEMBER

LATEST NEWS

Continued from the 1st page.

Sept. 2.—The retalia-

tion law, passed by Congress and

approved by the President, is retro-

spective to the 21st of May last, and

applies to all alien enemies' property

acquired after that date. The law

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acquired after that date. The law

made by him in the military and naval

service during the late war, and

to submit them to Congress at the

commencement of the next session.

Congress was in session to-day about

two hours, and then adjourned until the

third Monday in November.

One hundred and ten Federal prisoners

remained here after the adjournment,

and were taken by General Floyd, near

Quincy's Bridge last week. One hun-

dred of them belonged to the Ohio

Seventh Regiment. Many were killed,

and the balance of the regiment fled

amid great confusion, wading and swim-

ming the river, being signally routed

and thoroughly demoralized.

About two thousand Federal prisoners

are now in Richmond.

Nothing of interest from the camps.

The weather is quite cool in the

mountains of Virginia. Winter cloth-

ing is absolutely needed by many of the

soldiers. It is the duty of the South to

literally provide warm clothing, and

sustain all movements to ameliorate the

sick and wounded.

It is stated by the Engineer just ar-

rived that a serious accident occurred

near Abingdon, Virginia, to-day, on the

Railway. The Alton Guards, Cap-

tain Brady, of the Kentucky Louis-

iana Regiment had one killed and three

wounded. Names not yet ascer-

tained.

VESSLS CONFISCATED.

PHILADELPHIA, Sept. 4.

Five vessels were confiscated to-day.

MORE PROPERTY SEIZED IN

CINCINNATI.

CINCINNATI, Sept. 4.

The cash balances due Southerners

at commission houses, have been seized.

LINCOLN WILL NOT REMOVE U.

S. TROOPS FROM KENTUCKY.

LOUISVILLE, Sept. 4.

A letter, dated Mayville, August

31st, states that boats just arrived from

Charleston, Va., report that Tyler had

2,000 men, of whom only 250 escaped.

FROM LOUISVILLE—LINCOLN

AND THE UNION COMMITTEE.

LOUISVILLE, Sept. 5.

It is denied that the Union Committee

have dispatched from Lincoln relative

to Fremont's proclamation.

Pensacola Dry Dock Burned.

MOBILE, Sept. 4.

About twelve yesterday, the dry dock

across between Port Picken and the

Navy Yard, was burned. It is not

known whether it was fired by the Con-

federates or Lincolns.

Late from Europe—Arrival of the

Arctic.

HAMPTON, Sept. 4.

The steamship Arctic, has arrived,

bringing advices from Queenstown to

the 23rd inst.

The sides of cotton in the Liverpool

market on Saturday amounted to thirty

thousand bales. Speculators and export-

ers taking ten thousand. Market closed

firm. Manchester advices favorable.

Consols 94 1/2 @ 95.

New York Cotton Market.

NEW YORK, Sept. 4.

In the cotton market, middlings and

medium are steady. Market very firm.

No sales.

Heavy Firing Heard in Virginia.

WASHINGTON, Sept. 4.

Heavy firing is heard on the Virginia

front. Reports concerning it are

vague.

St. Joseph Taken by the Secession-

ists.

MAINE CITY, Mo., Aug. 31.

The Secessionists have taken St. Jo-

seph and Shelby.

terday, says the master of a schooner

striking out of water near Maryland

shore, opposite Aquia Creek, sunk by

Confederate guns.

Another Arrest—Plot to Blow Up

the Croton Aqueduct.

NEW YORK, Sept. 4.

The editor of the *Watchman*, pub-

lished at Greenpoint, Long Island, has

been arrested and sent to Fort Lafayette.

The *Herald* reports a plot to blow up

the Croton Aqueduct.

The Privateer Sauter was seen off

the coast of Venezuela on the 15th ult.

standing west. Her captain, when at

Trinidad, expressed the desire of sail-

ing to Brazil, to cruise for returning

East India and California vessels.

Latest from Richmond—Vice Pres-

ident Stephens and his Brother—

Nothing from the Camps.

Richmond, Sept. 4.

Vice President Stephens returned this

afternoon from Manassas. His brother,

Judge Linton Stephens, accompanies

him. The latter has been quite sick,

but is much improved.

Nothing reliable from the camps.

Richmond, Sept. 5.

Gen. A. Sidney Johnson has arrived.

He ranks in the Confederate

Army second only to Adjutant General

Compt.

The ranks of General faced by an

act of the late Congress has been ap-

proved by the President.

Yague reports are still current about

the capture of Fort Mifflin, but they

are not reliable.

Passengers by this afternoon's train

from Manassas state that the Confed-

erates killed three hundred Federals,

and lost twenty on their side, in a

sharp skirmish yesterday, on Confed-

erates taking possession of a hill near

Arlington Heights. The report is

not received.

From Kentucky—Gov. Magoffin's

Message to the People Against Lin-

coln's Usurpations, &c., &c.

LOUISVILLE, Sept. 6.

Governor Magoffin's message on the

Federal Relations, is mostly retrospec-

ive, showing the neutrality to have

been three ratified at the battle of

and that his own course in refusing

to Lincoln, and his efforts to keep

hellions of Kentucky soil, have met

with nearly the unanimous ap-

proval of the Kentuckians. He says:

"And now, addressing myself to the

representatives of the people of Ken-

tucky, I protest in their name, of con-

stitutional liberty, and in presence of

heaven and earth, against all and every

of the President's usurpations, and

unconstitutional and illegal acts, and

I protest, furthermore, against the

preparation of a war professedly for

the object of restoring the govern-

ment to its former position, and

an object utterly impossible of at-

tainment by such means as are

now of execution and protest, moreover,

against Kentucky being made the

cannon ground, or the pathway for

the movement of troops by either of

the belligerents, and I respectfully

request the General Assembly to

prompt enactment of resolutions re-

quiring both belligerents to keep off

our soil, and to respect in good faith

the neutrality which the people of Ken-

tucky with unexampled unanimity de-

sire to preserve.

Richmond, Sept. 6.

It is generally expected that the

advances of the Confederates toward

Albany, Arlington, and other points

have been steady and successful.

able enterprise, so that our heroic sol-

diers may be warmly clad before they

are overtaken by the rigors of a Vir-

ginian winter.

The cows proffered are dark grey

and dark brown. Rab, is not available.

Do you call by the 13th Sept. next.

E. L. WOODWARD,

Agent.

Post Script.

The following slip was received in a letter

to Mr. Stephens, received on Tuesday night

by hand, direct from Manassas.

Report to night that it is light has been

taking a position commanding Arlington and

Washington, with a heavy line upon our

side, and we will have to fight tomorrow

on our own ground.

OBITUARY.

Corran, Thomas, son of John W.

and Eliza Corran, was born in Calhoun County,

Aug. 18th, 1842, and died in the Camp of the

10th Regt. Alabama Vol. near Manassas on

Sept. 1st, 1861, aged 19 years and 14 days.

The young man of this young man at the

fraternal of his father and mother, and in

the camp of the 10th Regt. Alabama Vol.

was a brave and noble soldier, and a

valiant warrior, and a true patriot, and

his death is a great loss to his family

and to his country.

He was a member of the Calhoun County

Association, and a member of the

Calhoun County Association, and a

member of the Calhoun County

Association, and a member of the

WHEEL NO. 129

these unburied dead, deserted alike

children for, are scattered over
 the prairie for miles, left as food for
 voracious of the earth, the wild beasts
 of the forest and the fowls of the air, and
 their bones will bleach and whiten
 under the sun and rain long after they
 have been forgotten.

**A TERRIBLE RAILROAD DIS-
 ASTER.**

The *Louisville Courier* contains
 the following particulars of the late rail-
 road disaster in Missouri; to which our ge-
 ographic dispatches briefly, alluded :

A TERRIBLE RAILROAD DISASTER.
 HUNSMO. Mo. Sept. 5.—A train of

The passenger express train, bound for St. Louis, Sept. 3d, was thrown into the river, the timbers of the last end of the train being the only part that remained on the road the day before yesterday.

The engine went over first, and baggage, freight, mail, and passenger coaches were piled on top. The passenger coaches were completely smashed, and I was the only one that escaped.

After getting out of the baggage I commenced taking the passengers from the wreck. Conductor S. C. C. died in a few moments. Frank Cla... engineer, had one leg completely ro... ed. He also died in a few minutes. Martin Field, mail agent; C...

Moore, fireman, and J. Fox, brakeman, were killed. Among the wounded were Mr. Medel, son of Dr. Medel, of O and his wife—both are badly injured. I could not learn the names of all passengers.

I went to St. Joseph, got an ambulance, and a physician, and sent for physicians and other necessities for the

Henson, Mo., Sept. 6.—The following additional account of the terrible disaster on the Hannibal and St. Joseph Railroad is furnished to the St. L.

Republican :

The catastrophe occurred at J. Platte bridge, 9 miles of St. Jos. The bridge was a substantial work 169 feet upon and about 25 feet above the river. The timbers of the bridge had been burned underneath the timbers until they would sustain but little weight.

than their own weight, and the fire then extinguished, leaving the bridge a mere shell. The train, with fifty-eighty to one hundred passengers on board, including women and children, reached the river at 11 o'clock at night, and the bridge looking secure, the train passed on. But no sooner had the

motive measured its length upon the bridge, than some forty or fifty yards. The structure gave way, precipitated the entire train into the abyss below. All the seats in the passenger cars were torn and shoved in front, carrying men, women, and children, in a promiscuous heap down the declivity, and a hurrying

Some were mangled by the machine tearing through the timbers. Several were caught between the planks pressing together like a vice. Others were

struck by parts of the roof as it came rattling down with mighty force." Passengers were cut with pieces of glass and wounds and agony prevailed all over the frightful scene, and shrieks of pain were mingled with cries of terror. In the interval the two last cars of the train went down, pitching the passengers into

which, at this point, is about a foot and a half deep. Only three passengers, J. W. Parker, Superintendent of the U. S. Express, Mr. Mars, Mail Agent, and Mr. Hagers, were able to afford assistance to the suffering, the remainder of those who were not killed outrig-

The wounded had all emerged from the wreck, and were lying on the beach.

and upon a sand bar in the river. Seventeen dead bodies were recovered and it is believed that this number embraced all who were killed up to that time. Two of the wounded were badly mangled that it was not expected they would survive till morning, while many others were dangerously wounded.

and would have to be well taken care of to recover. Many who will escape with their lives will be maimed and crippled.

Invasion from Ohio—eight Steamboats and one Hundred and fifty Barges Chartered.

We learn by passengers from Cincinnati that the Ohio River is

mat that the Lincolmites at that po
are secretly planning an expedition
for what purpose we could not as
tain.—They had chartered eight ste
boats, and some one hundred and
several barges and flats, which would m
excellent transports in tow, of the be
to move troops, horses, and munition

This fact should be apparent to every unbiassed Kentuckian, that the great object of the North, particularly of Ohio, is to transfer the war and the danger of invasion from her border

Kentucky.—The incendiary call of b
the Lincoln organs in this city for t
from Ohio, Kentucky and Illinois to co
into Kentucky, is evidence of a "pre
ported move to have the State overru
the Northern invaders, under
lying pretence of driving back the tro
from Tennessee. Are not these trait

ware of the fact that the great mass
the people of Southern Kentucky
opposed to the Northern invasion,
that they will resist it.

